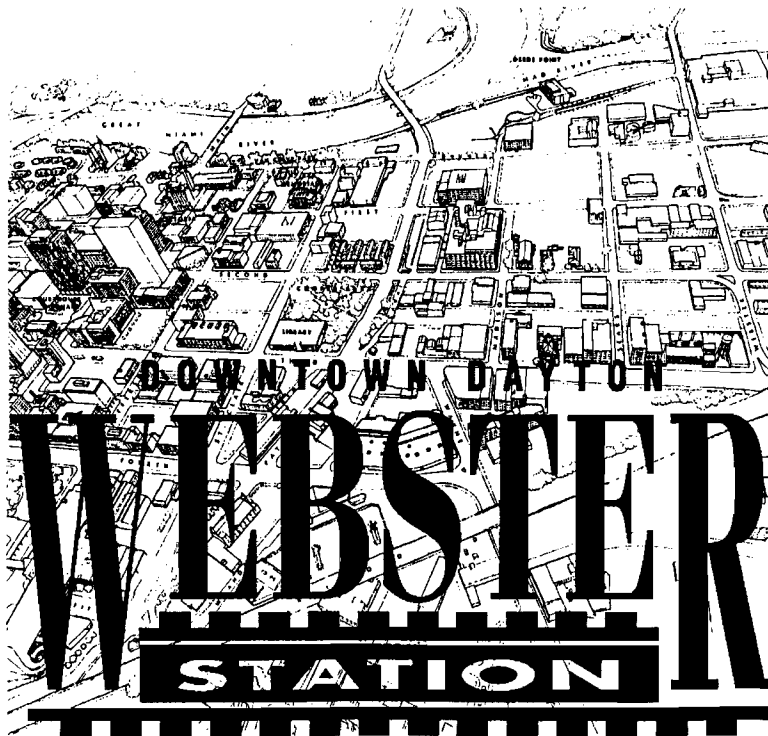


- The Greater Webster Station
Community Redevelopment District
Strategy



City of Dayton
Department of Planning and Community Development
January 13, 1999

THE GREATER WEBSTER STATION COMMUNITY REDEVELOPMENT DISTRICT STRATEGY January 13, 1999

I. INTRODUCTION AND RECOMMENDATIONS

As a result of the planning effort for the downtown component of CitiPlan 20/20 process, a significant number of project initiatives are underway throughout the downtown. Several of the key initiatives are occurring in the Webster Station planning district which is located to the east of the Central Business District.

As part of the early stages of supporting the revitalization of greater Webster Station, it is desirable include it as part of the Community Development Area. To consider including Greater Webster Station in the Community Development Area, a finding of blight and deteriorating conditions, as defined by the Revised Code of General Ordinances, must be made by the City of Dayton. That action will provide mechanisms to support identified community and economic development efforts, particularly with such federal agencies as the Department of Housing and Urban Development and the Economic Development Administration.

It is recommended that the Greater Webster area be designated as a Community Redevelopment District and added to the Community Development Area to achieve the desired economic and community development objectives as outlined for Webster Station in the CitiPlan 20/20 process. It is also recommended that continued development planning efforts continues beyond the immediate scope of this strategy within the context of the CitiPlan 20/20 recommendations.

II. PROCESS

In order to meet the overall objectives of the strategy, the following outlines the process that the City of Dayton would need to follow:

1. Identify the define Greater Webster Station as a *Community Redevelopment District*
2. Make a finding of *blighted and deteriorating conditions*
3. Based on the previous two findings, include the Greater Webster Station Community Redevelopment District in the *Community Development Area (CDA)*

III. DEFINITIONS

A *Community Redevelopment District* is a sub-area of a neighborhood planning district such as an historic district, general neighborhood renewal area, business district, or other special area for which the city desires to undertake a comprehensive redevelopment effort as determined by the City Plan Board.

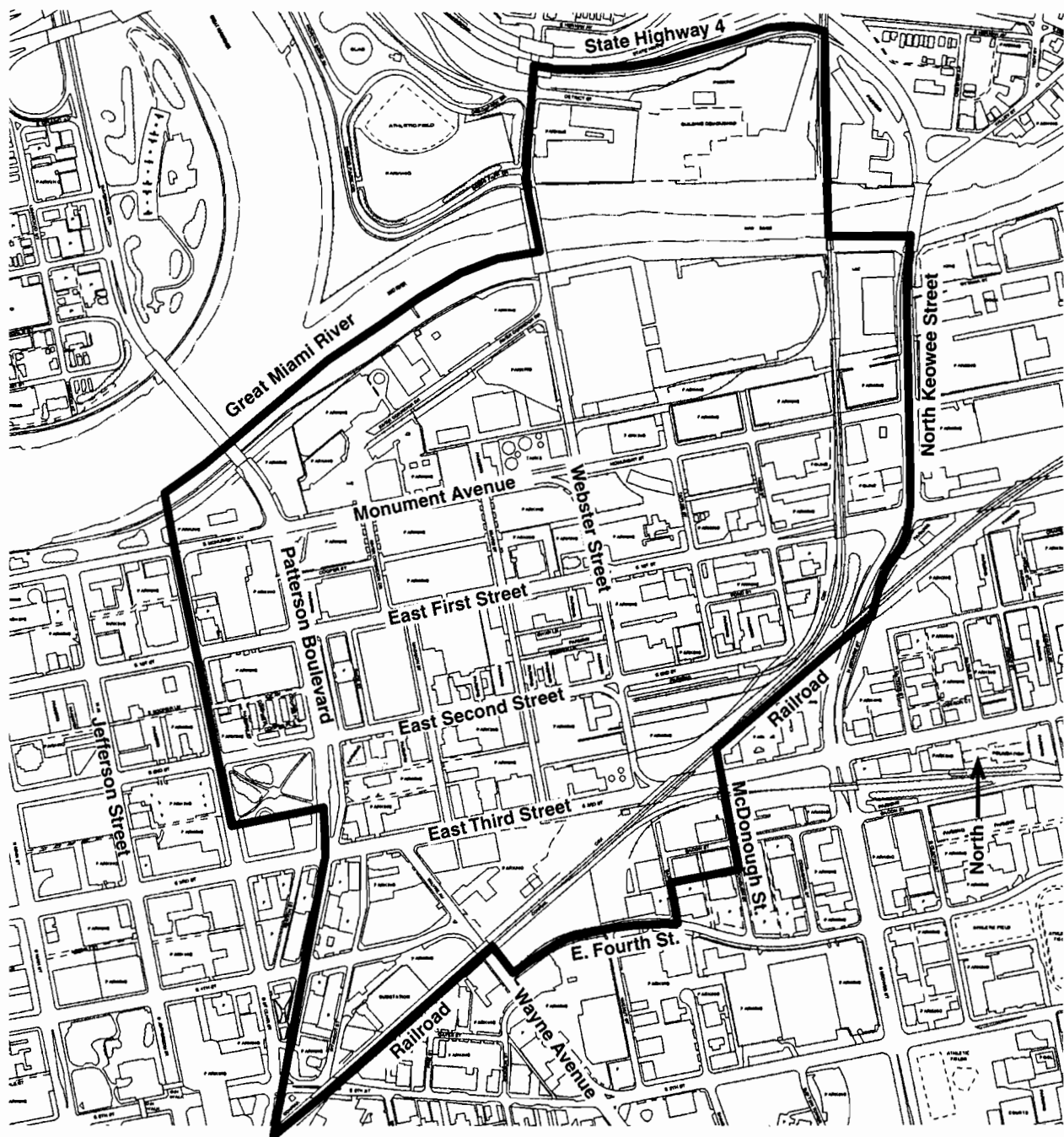
A *Community Development Area* is a neighborhood planning district, community redevelopment district, or a general neighborhood renewal area which is undertaking a program of community and/or economic development. To qualify as a Community Development Area, the sub-areas of the district must meet at least one of the following conditions:

1. Be an area in which a majority of the residents of each census block group are low and moderate income persons as determined by the 1990 Census and/or
2. Be an area in which at least 25% of the structures are substandard or be deteriorated and/or at least two of the major elements of the public infrastructure improvements are substandard or deteriorated within the meaning of the Revised Code of General Ordinances.

IV. IDENTIFICATION OF THE GREATER WEBSTER STATION COMMUNITY REDEVELOPMENT DISTRICT

Map 1 identifies the Greater Webster Station Community Redevelopment District. Map 2 identifies the sections of related planning districts which form the identified area. Map 3 identifies current projects located within the Greater Webster Station Community Redevelopment District. It is anticipated that the collective implementation of current projects will function to stimulate additional community and economic investment activity in the area. The current projects include:

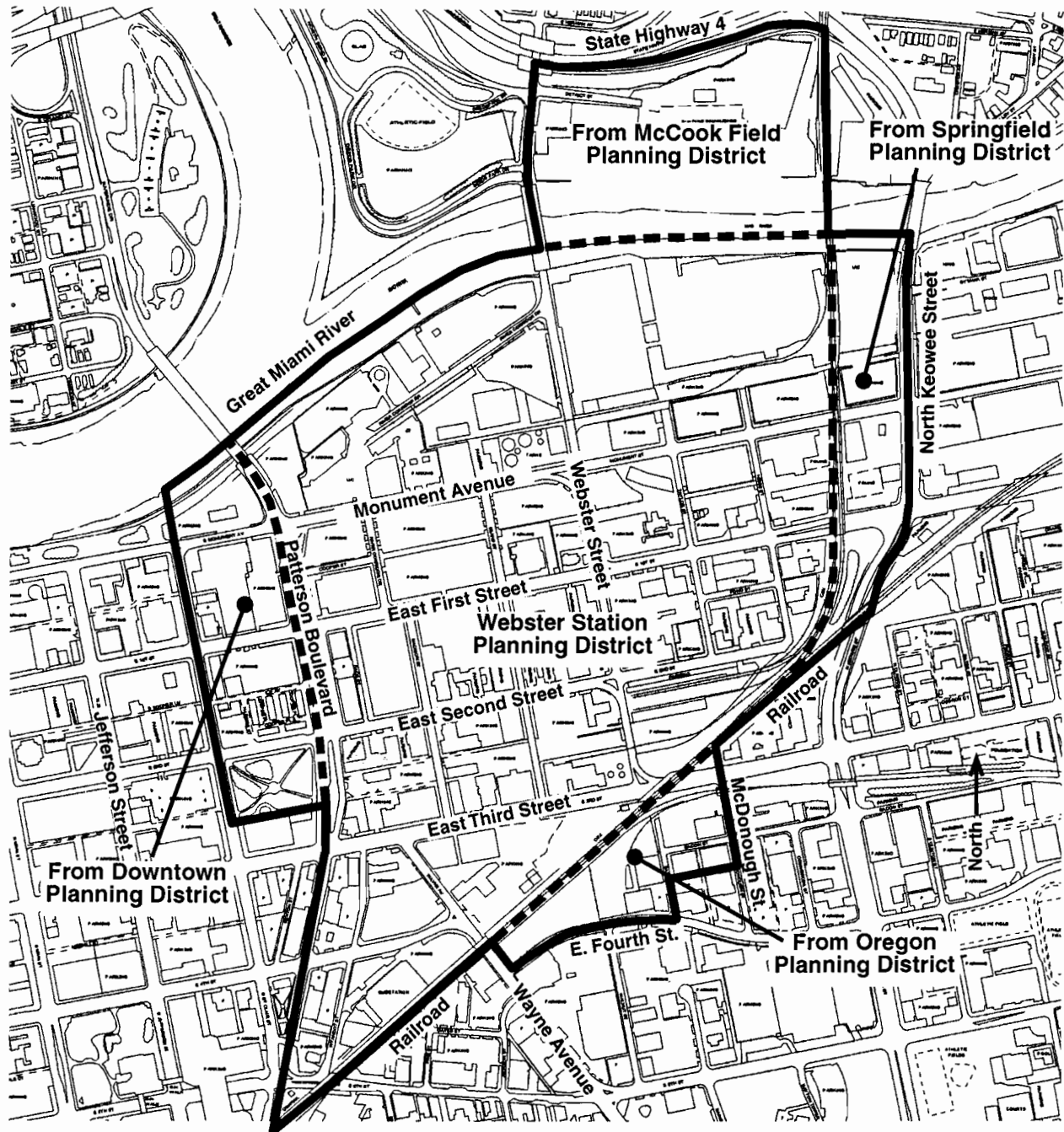
- Webster Station North Project - This is both currently designated as an urban renewal area as well as a planned development. This project includes the development of the minor league baseball park facility as well as the reuse and rehabilitation of adjacent buildings for mixed uses.
- Riverfront Project - Part of this project area is included in the Greater Webster Station boundary. Of particular importance is how connections will be made to the baseball project as well as continued development in the Cooper Park neighborhood.
- Dayton Supply and Tool Expansion - Dayton Supply and Tool is currently expanding their operation with a building addition which is under construction. An expanded and improved parking lot located at the southwest corner of Monument and Webster Street will occur as a part of this effort.



Map 1

Greater Webster Station Community Redevelopment District

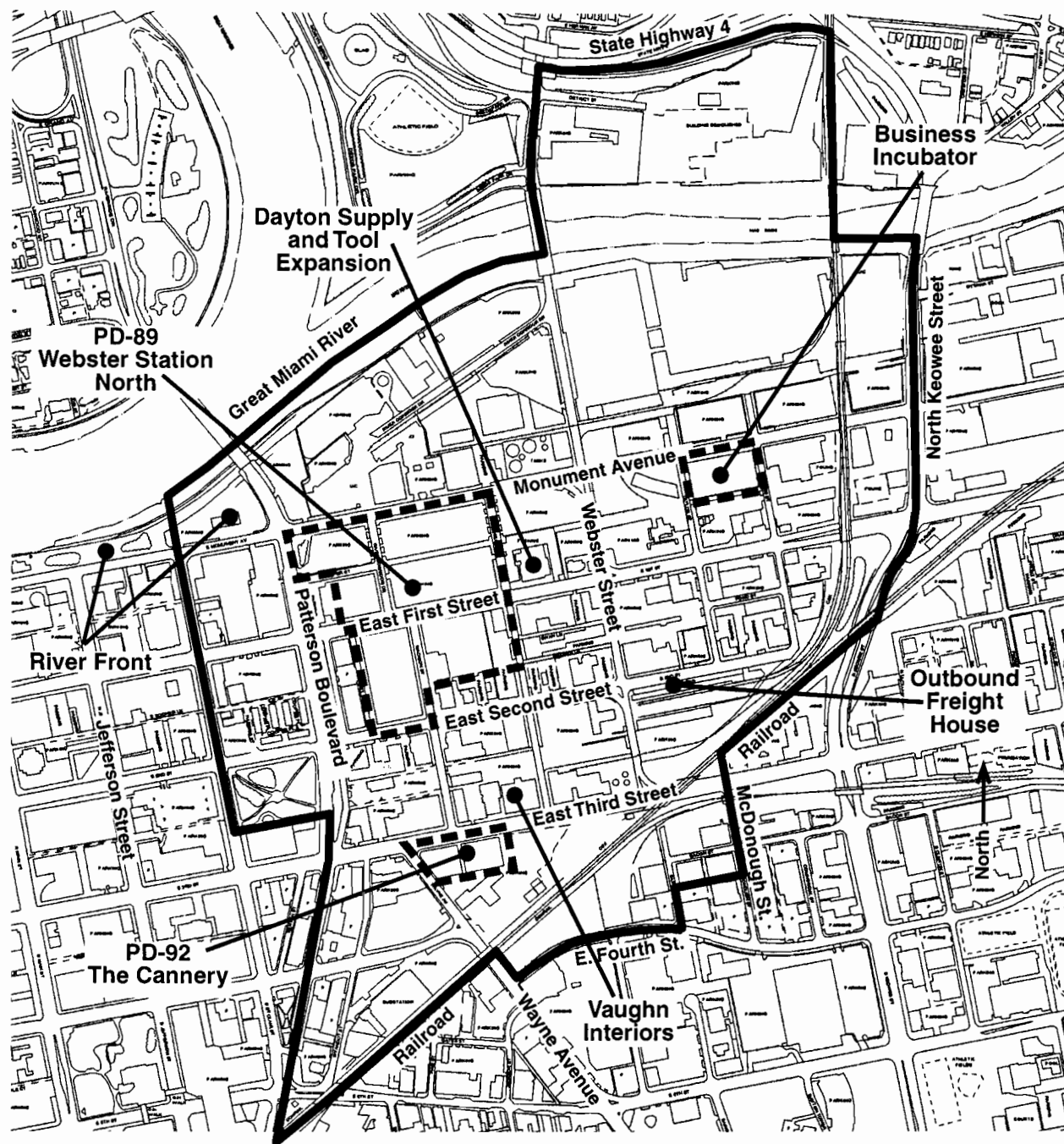
City of Dayton • Department of Planning and Community Development • 01/99 tdk



Map 2

Greater Webster Station Composite Planning Districts

City of Dayton • Department of Planning and Community Development • 01/99 tdk



Map 3

Greater Webster Station Current Projects

- The Business Incubator - This project is a partnership between the Dayton/Miami Valley Entrepreneurs Center, the Economic Development Administration, State of Ohio Edison Program, CityWide Development Corporation, Montgomery County and the City of Dayton. The 35,000 square foot facility is expected to be completed in late 1999. It is anticipated that this project will function as the first anchor for the Tool Town initiative.

- The Cannery - This project is a planned development which will result in the rehabilitation of several historic warehouses into a mixed-use housing project with more than 140 units of market-rate rental housing.

- Vaughn Interiors - This renovation project at 531 east Third Street is underway and will house Vaughn Interiors (cabinet manufacturer, casework and furniture dealer).

- Outbound Freight House - The reuse of this former B&O rail freight house will house rent spaces for local artists.

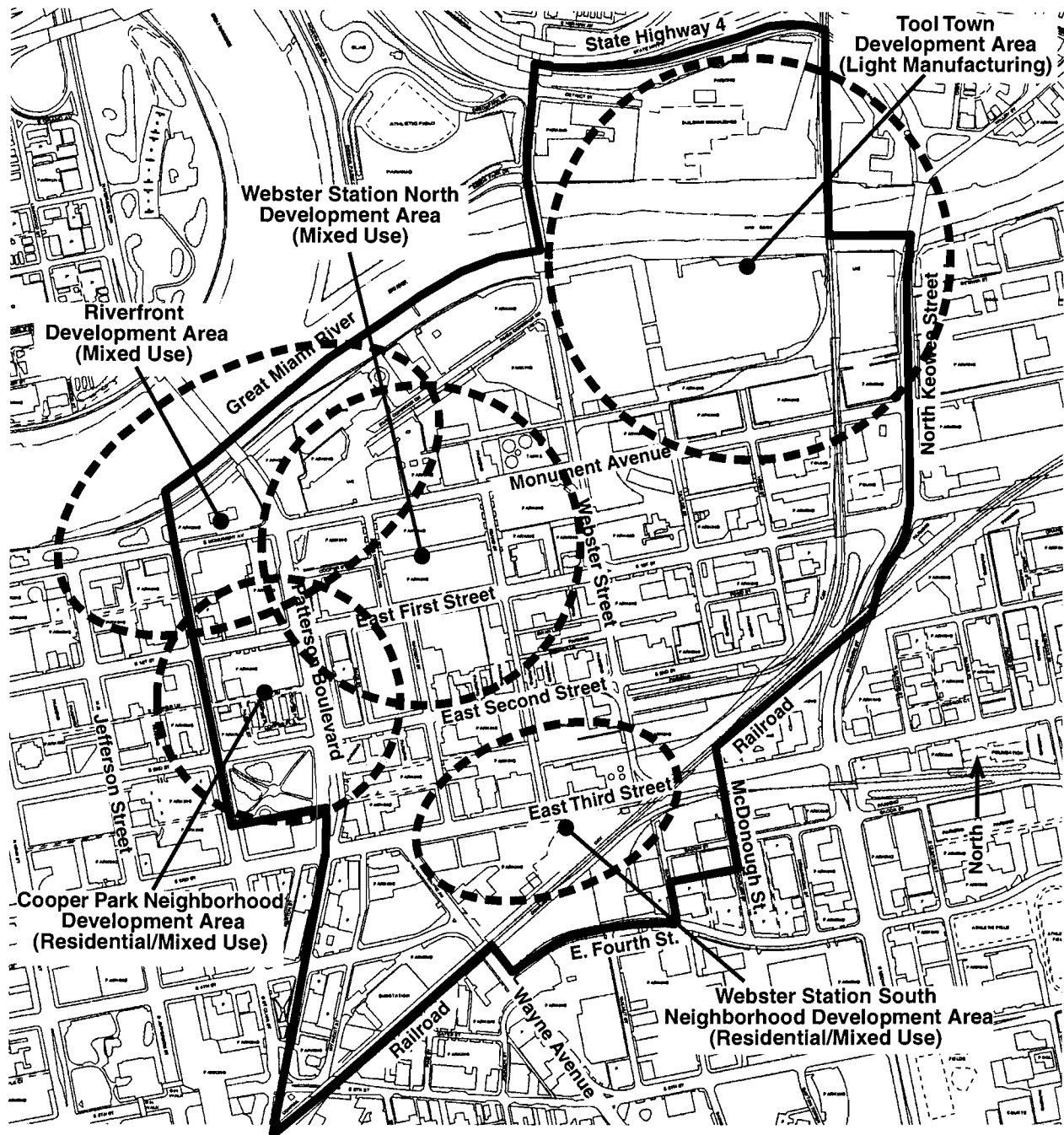
Map 4 indicates that longer term development areas which make up a large part of the Greater Webster Station Community Development District.

V. FINDINGS OF BLIGHTED AND DETERIORATING CONDITIONS

A finding of blighted and deteriorating conditions can be made for the Greater Webster Station Community Redevelopment District. More than 25% of the total structures are documented as having some level of physical deterioration. More than two of the major elements of the infrastructure have been documented as being substandard. In addition, this former heavy industrial area has a significant number of vacant properties which has demonstrated a decline in investment.

The informational basis of the building conditions for greater Webster Station was taken from the City of Dayton 1998 Blue Book. The conditions of the planning districts are contained in attachments. The summary conditions are as follows:

District	Total Structures	Structures in Condition 2,3,4 or 5	%
Webster Station	105	49	46.7%
Downtown	17	2	10.5%
McCook Field	2	2	100%
Oregon	6	4	66.6%
Springfield	3	0	0%
Totals	133	57	42.8%



Map 4

Greater Webster Station Future Development Areas

City of Dayton • Department of Planning and Community Development • 01/99 tdk

The City of Dayton Engineer reviewed the existing conditions of Greater Webster Station (memo included in attachments) and made the following observations and conclusions:

Streets - Approximately 25% of all street surfaces deteriorated.

Curbs - Approximately 10% of all curbs deteriorated.

Sidewalks - Approximately 15% of all sidewalks deteriorated.

Driveways - Approximately 15% of all driveways deteriorated.

Concrete Median Islands - Approximately 15% of all islands deteriorated.

Storm Sewers - St. Clair Street and Webster Street storm sewers are overloaded and cause flooding.

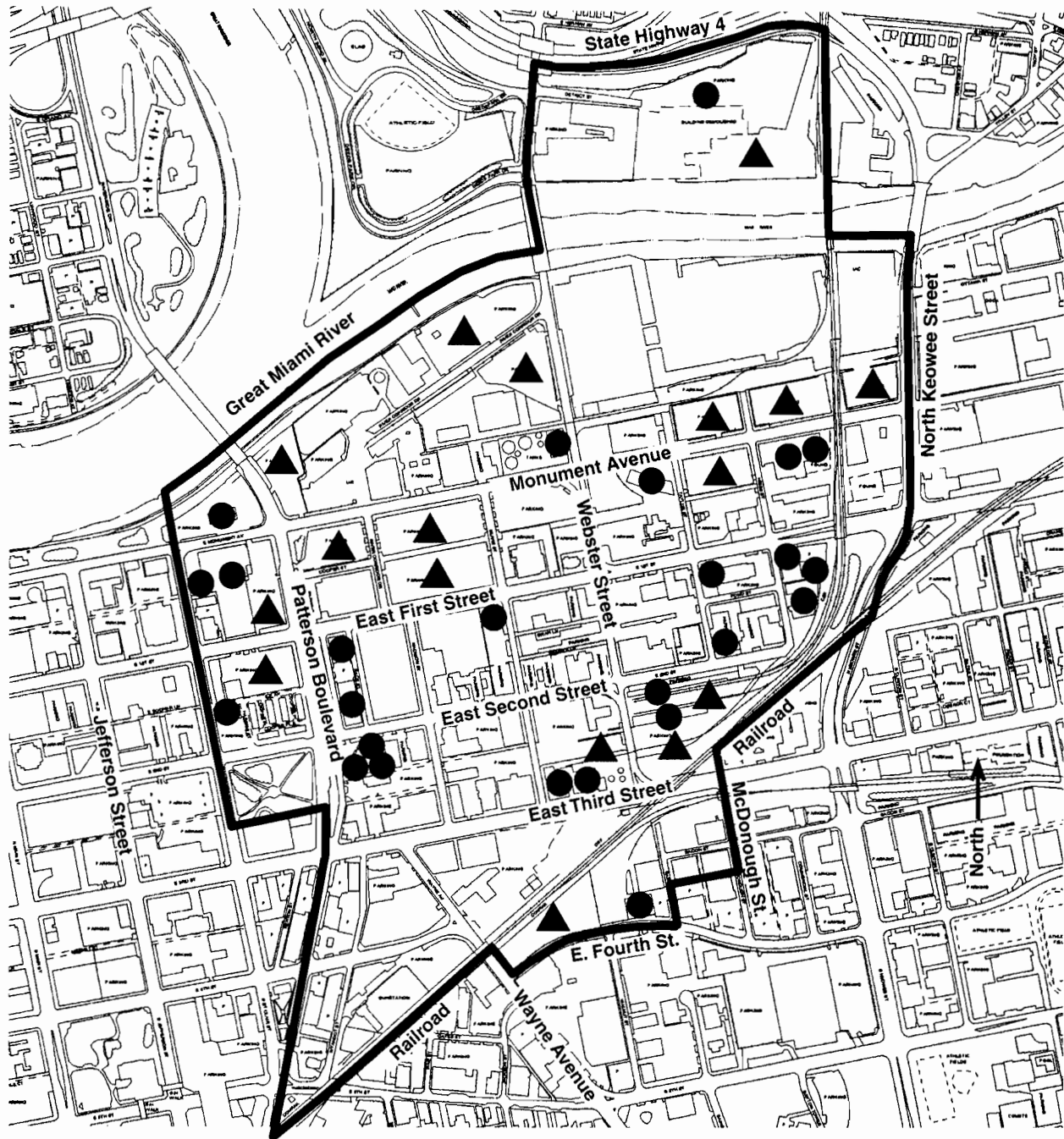
Bridges - The Webster Street Bridge is in a fair "5A" condition requiring some work to raise it to a satisfactory "6A" condition.

Traffic Signals - Thirty traffic signals are 40+ years old are in need of repair or replacement.

Within the Greater Webster Station Community Development District there are 25 existing buildings that are entirely vacant at this time which demonstrates a lack of economic activity. There are approximately 30 acres of vacant land exhibiting little or no use activity at this time which demonstrates a lack of economic activity (as researched and documented by the Planning Department). While there has been some limited investment and private property improvements, the existing conditions indicate that a significant level of investment activity has been lacking in the district over the last several decades (see Map 5).

VI. CONCLUSION

It is expected that the Greater Webster Station Community Redevelopment District Strategy will support the reversal of the identified trends of economic disinvestment, blighted and deteriorated conditions. The strategy will support the recent interest in investment and project development which has surfaced primarily as a result of the CitiPlan 20/20 efforts.



- Vacant Building
- ▲ Vacant Site

Map 5

Greater Webster Station Vacant Buildings and Sites

City of Dayton • Department of Planning and Community Development • 01/99 tdk

ATTACHMENTS

Boundary Description

BOUNDARY DESCRIPTION

The Greater Webster Station Community Development District is located in the City of Dayton, County of Montgomery, State of Ohio, with the boundary of the said project further identified by the following description:

The point of beginning being the intersection of the west right-of-way line of Webster Street and the south bank of the Mad River;

Thence, northwardly along the west right-of-way of Webster Street to the south right-of-way line of State Route 4;

Thence, eastwardly along the south right-of-way line of State Route 4 to the east right-of-way line of the railroad line;

Thence, south with the west right-of-way line of the railroad line to the north bank of the Mad River;

Thence, east with the south bank of the Mad River to the west right-of-way line of Keowee Street;

Thence, south with the west right-of-way line of Keowee Street to the south right-of-way line of the railroad right-of-way north of E. Third Street;

Thence, southwestwardly with the south right-of-way line of the railroad to a point at the intersection of a northward extension of the east right-of-way line McDonough Street and the railroad right-of-way;

Thence, south with the east right-of-way line of McDonough Street to a point, said point being the eastwardly extension of the south line of Lot Number 5027;

Thence, east with the south line of Lot Number 5027 to the southeast corner of said Lot Number 5027;

Thence, south with the west right-of-way line of an unnamed alley to the eastwardly extension of the south line of Lot Number 5011;

Thence, east with the south line of Lot Number 5011 to the westward extension of said lot line and the west right-of-way line of Bainbridge Street;

Thence, south with the west right-of-way line of Bainbridge Street to the north right-of-way line of E. Fourth Street;

Thence, westwardly with the north right-of-way line of E. Fourth Street to the east right-of-way of Wayne Avenue;

Thence, northwestwardly with the east right-of-way of Wayne Avenue to the south right-of way of the railroad;

Thence, southwestwardly with the south right-of-way line of said railroad right-of-way to the west right-of-way line of S. Patterson Boulevard;

Thence, northwardly with the west right-of-way line of S. Patterson Boulevard to a point 177' north of north right-of-way line of E. Third Street;

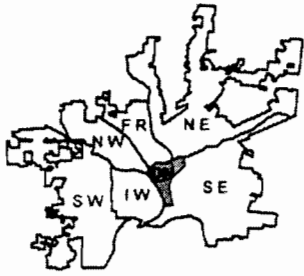
Thence, westwardly with the a line parallel to and 177' north of the north right-of-way line E. Third Street to the west right-of way of N. St. Clair Street;

Thence, north with the west right-of-way line of N. St. Clair Street to E. Monument Avenue;

Thence, north with the a northward extension of west right-of-way line of N. St. Clair Street to the south bank of the Miami River;

Thence, northeastwardly with the south bank of the Miami and Mad Rivers, to the place of beginning.

Building Conditions



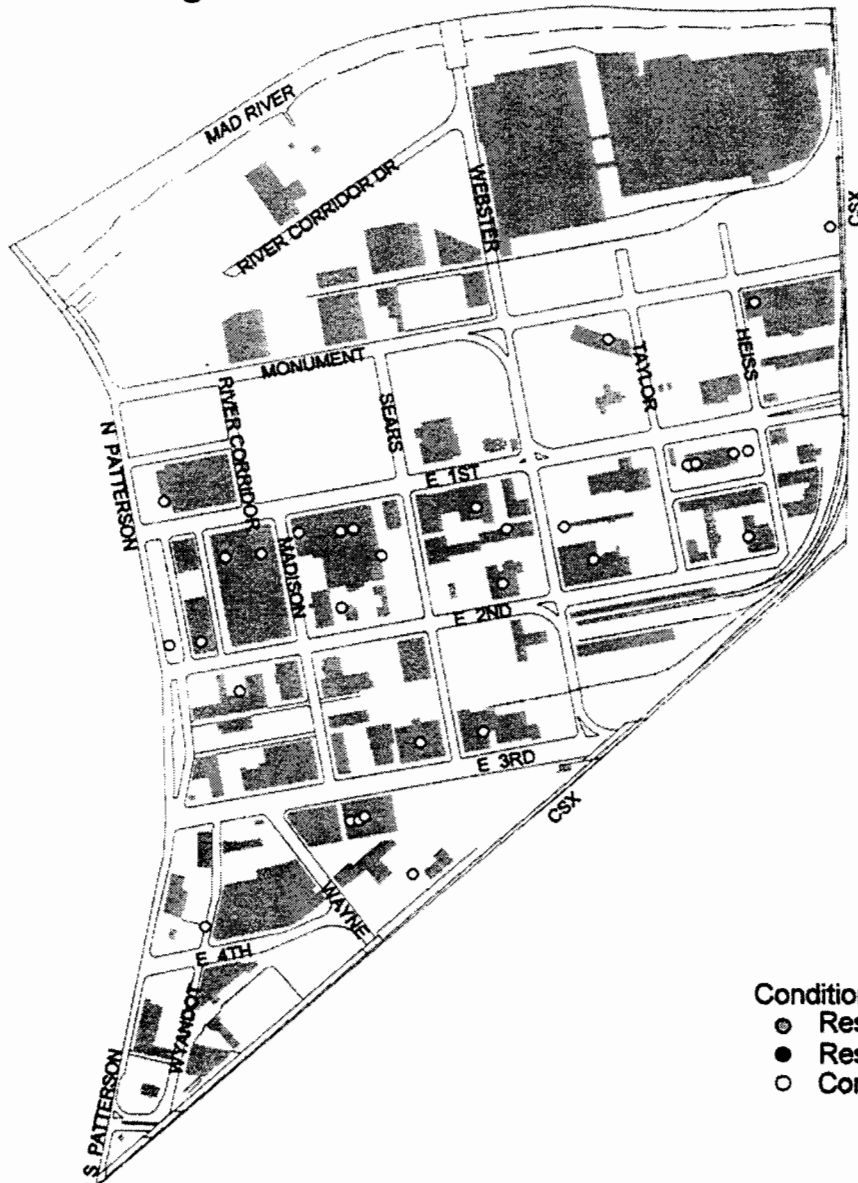
Downtown
Priority Board

Webster Station

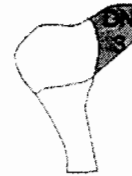
1998 Housing Survey Condition Ratings

Rating	All Structures		All Residential		Residential Non-Rental		Residential Rental		Commercial	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1	56	53.3%	0	0.0%	0	0.0%	0	0.0%	56	53.8%
2	31	29.5%	0	0.0%	0	0.0%	0	0.0%	31	29.8%
3	17	16.2%	1	100.0%	0	0.0%	1	100.0%	16	15.4%
4	1	1.0%	0	0.0%	0	0.0%	0	0.0%	1	1.0%
5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Totals	105		1	1.0%	0	0.0%	1	1.0%	104	99.0%

Condition Rating 2



Webster Station

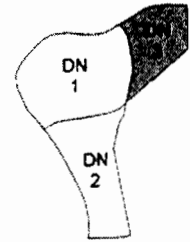


- Condition 2
- Residential
 - Residential Rental
 - Commercial

Webster Station

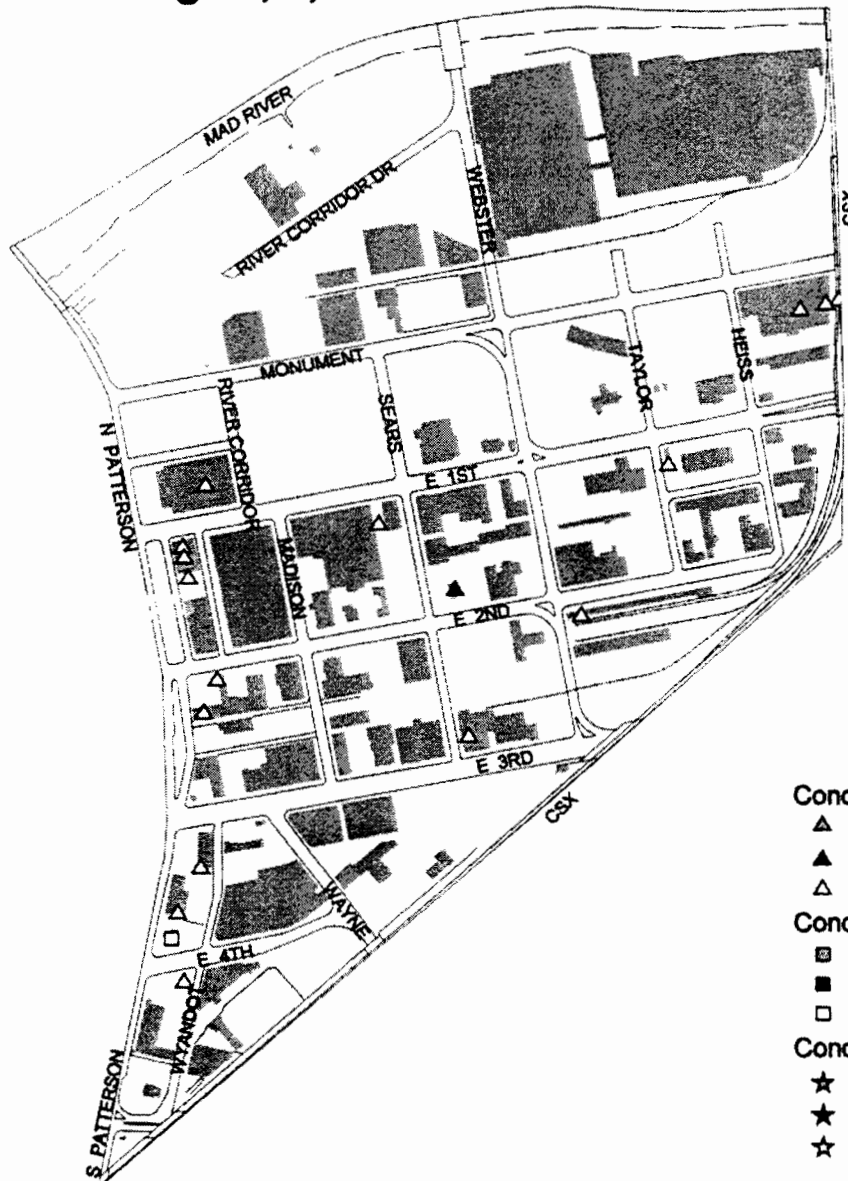
Changes in Condition Ratings from 1997 to 1998

	All Structures	Residential	Residential Non-Rental	Residential Rental	Commercial
Total Structures in Area	105	1	0	1	104
Number of Structures with Condition Rating Change					
From 3, 4, or 5 To 1 or 2	0	0	0	0	0
From 1 or 2 To 3, 4, or 5	1	0	0	0	1



DN 3
Planning District

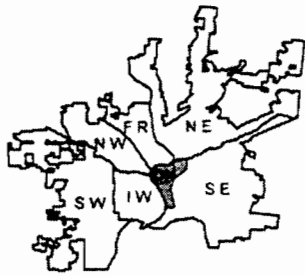
Condition Ratings 3, 4, and 5



Webster Station



- Condition 3
- ▲ Residential
 - ▲ Residential Rental
 - △ Commercial
- Condition 4
- Residential
 - Residential Rental
 - Commercial
- Condition 5
- ★ Residential
 - ★ Residential Rental
 - ☆ Commercial



Downtown
Priority Board

Downtown

1998 Housing Survey Condition Ratings

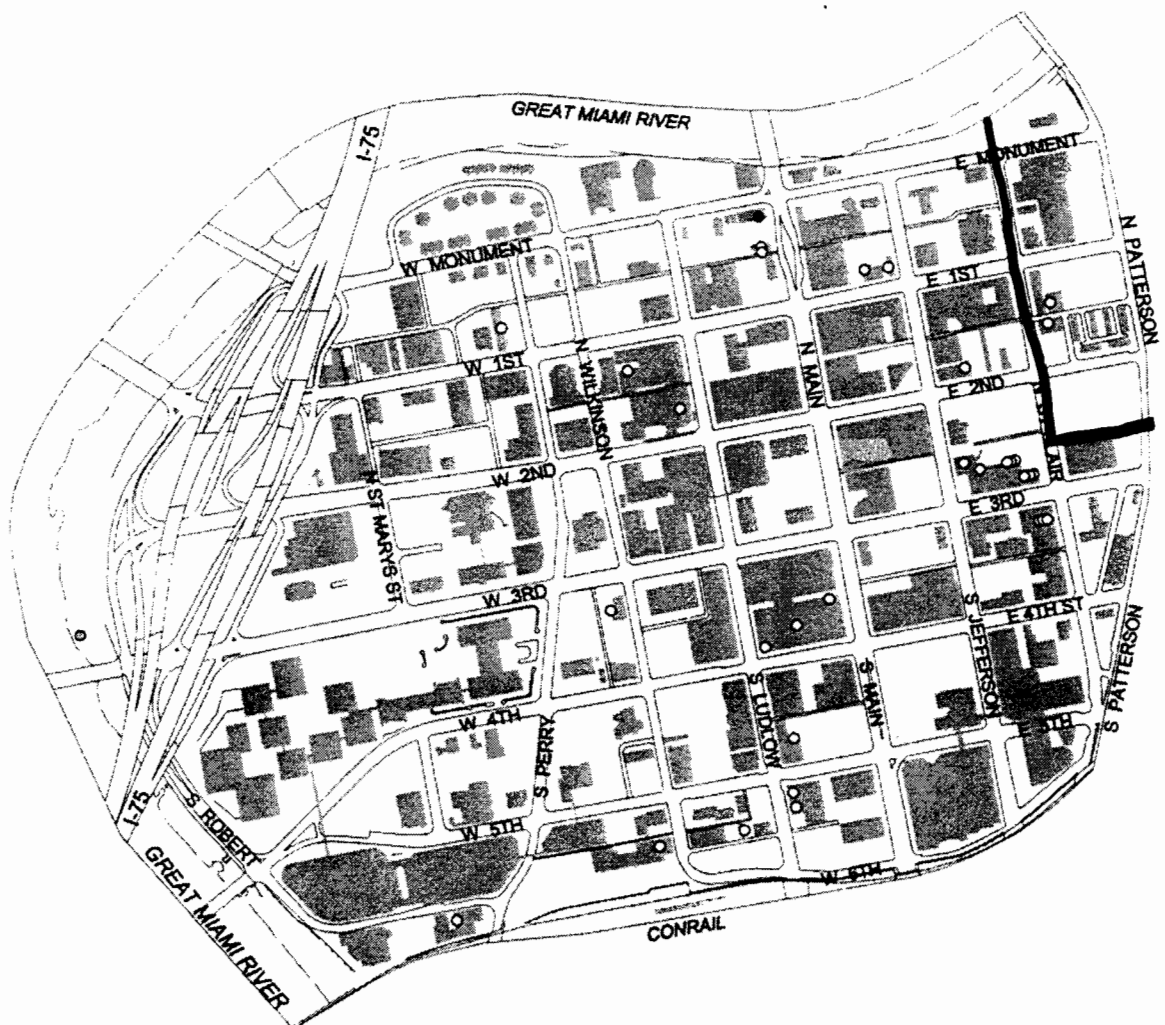
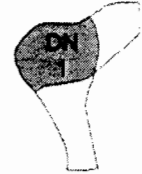
Rating	All Structures		All Residential		Residential Non-Rental		Residential Rental		Commercial	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1	244	80.5%	40	95.2%	33	97.1%	7	87.5%	204	78.2%
2	33	10.9%	2	4.8%	1	2.9%	1	12.5%	31	11.9%
3	25	8.3%	0	0.0%	0	0.0%	0	0.0%	25	9.6%
4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
5	1	0.3%	0	0.0%	0	0.0%	0	0.0%	1	0.4%
Totals	303		42	13.9%	34	11.2%	8	2.6%	261	86.1%

Condition Rating 2

Condition 2

- Residential
- Residential Rental
- Commercial

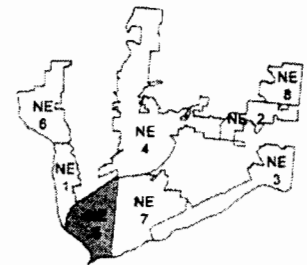
Downtown



McCook Field

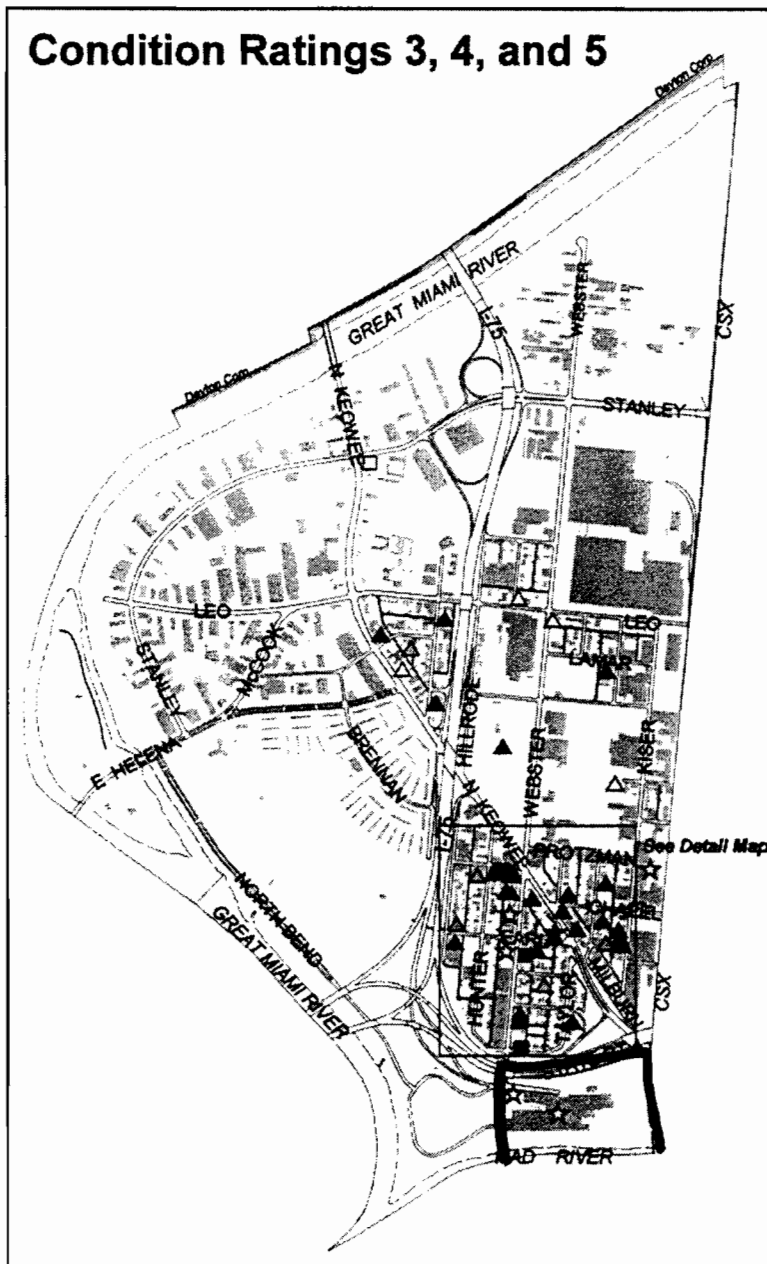
Changes in Condition Ratings from 1997 to 1998

	All Structures	Residential	Residential Non-Rental	Residential Rental	Commercial
Total Structures in Area	714	414	165	249	300
Number of Structures with Condition Rating Change					
From 3, 4, or 5 To 1 or 2	34	31	8	23	3
From 1 or 2 To 3, 4, or 5	44	11	4	7	3



**NE 5
Planning District**

Condition Ratings 3, 4, and 5



Condition 3

- ▲ Residential
 ▲ Residential Rental
 △ Commercial

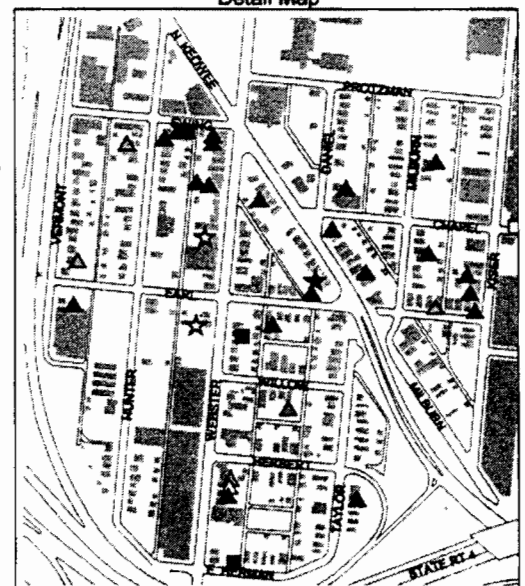
Condition 4

- ☒ Residential
☐ Residential Rental
☐ Commercial

Condition 5

- ★ Residential
- ★ Residential Rental
- ★ Commercial

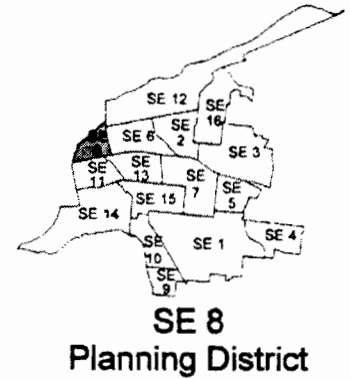
Detail Map




Oregon

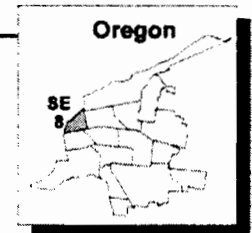
Changes in Condition Ratings from 1997 to 1998

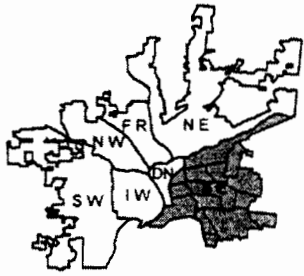
	All Structures	Residential	Residential Non-Rental	Residential Rental	Commercial
Total Structures in Area	358	212	104	108	146
Number of Structures with Condition Rating Change					
From 3, 4, or 5 To 1 or 2	9	9	2	7	0
From 1 or 2 To 3, 4, or 5	8	6	0	6	2



Condition Ratings 3, 4, and 5

- Condition 3
 ▲ Residential
 ▲ Residential Rental
 △ Commercial
- Condition 4
 ■ Residential
 ■ Residential Rental
 □ Commercial
- Condition 5
 ☆ Residential
 ☆ Residential Rental
 ☆ Commercial
-  Oregon Historic District





Southeast
Priority Board

Oregon

1998 Housing Survey Condition Ratings

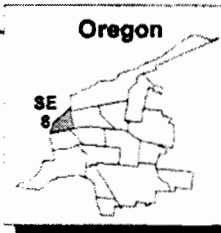
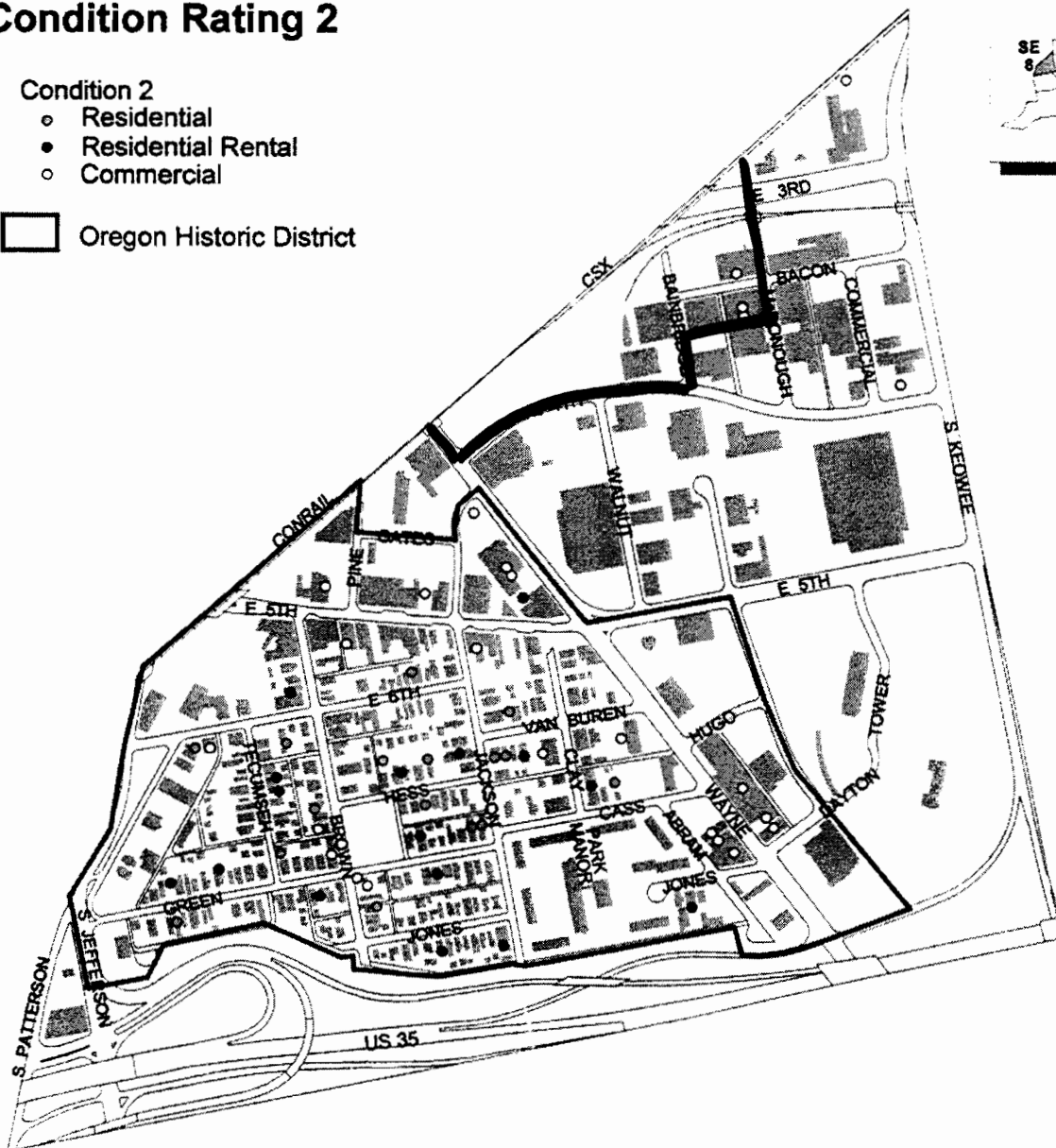
Rating	All Structures		All Residential		Residential Non-Rental		Residential Rental		Commercial	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1	290	81.0%	172	81.1%	88	84.6%	84	77.8%	118	80.8%
2	57	15.9%	32	15.1%	18	15.4%	16	14.8%	25	17.1%
3	11	3.1%	8	3.8%	0	0.0%	8	7.4%	3	2.1%
4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Totals	358		212	59.2%	104	29.1%	108	30.2%	146	40.8%

Condition Rating 2

Condition 2

- Residential
- Residential Rental
- Commercial

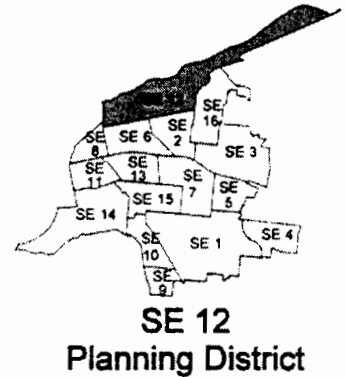
□ Oregon Historic District



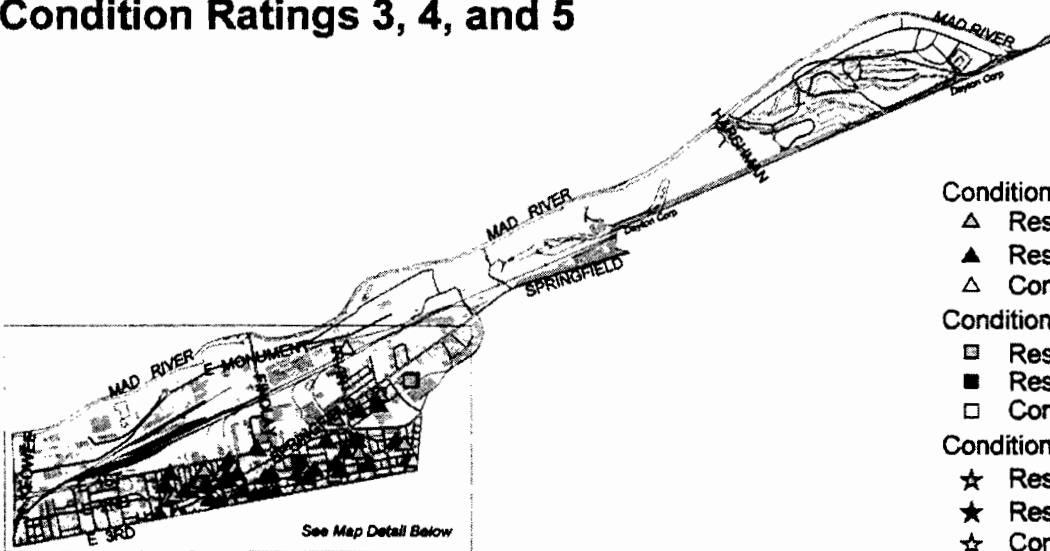
Springfield

Changes in Condition Ratings from 1997 to 1998

	All Structures	Residential	Residential Non-Rental	Residential Rental	Commercial
Total Structures in Area	1035	691	356	335	344
Number of Structures with Condition Rating Change					
From 3, 4, or 5 To 1 or 2	54	48	24	24	6
From 1 or 2 To 3, 4, or 5	22	22	8	14	0



Condition Ratings 3, 4, and 5



Condition 3

- △ Residential
- ▲ Residential Rental
- △ Commercial

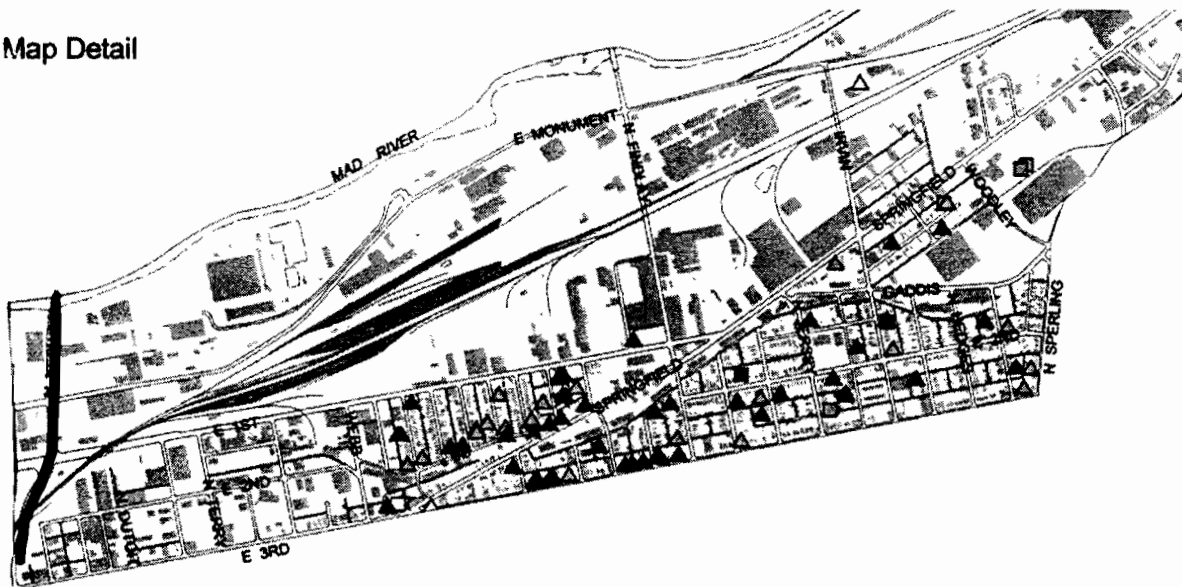
Condition 4

- Residential
- Residential Rental
- Commercial

Condition 5

- ☆ Residential
- ★ Residential Rental
- ☆ Commercial

Map Detail




City Engineer's Conditions Analysis



MEMORANDUM

December 22, 1998

TO: Liz Blume, Director
Department of Planning and
Community Development

FROM: Ralph H. McEldowney 
City Engineer

SUBJECT: Existing Conditions Analysis
of Greater Webster Station

The Division of Civil Engineering, Department of Public Works, has reviewed and assessed the conditions of the existing infrastructure in the street right-of-way within the Greater Webster Street area.

We have found the surface infrastructure has deteriorated and we have estimated that 25% of the street surface, 10% of the curbs, 15% of the concrete walks, 15% of the concrete median islands and 15% of the driveways in the area are in need of repair.

The area has two major storm sewers that are overloaded and causes flooding of the streets. They have been identified as the St. Clair Street storm relief sewer and the Webster Street storm relief sewer.

Our annual bridge inspection report for 1998 indicates there is one bridge in the area with a "5A" rating which is a "Fair Rating with work required" to raise them to a satisfactory "6A" rating.

There are 34 traffic signals included in the area. All but four are controlled by 40+ year old electro-mechanical controllers. The signal equipment (vehicle signals, pedestrian signals, poles and cable) at each intersection is old and in need of repair or replacement.

If you have any questions, please contact me at 443-3841.

APPROVED:

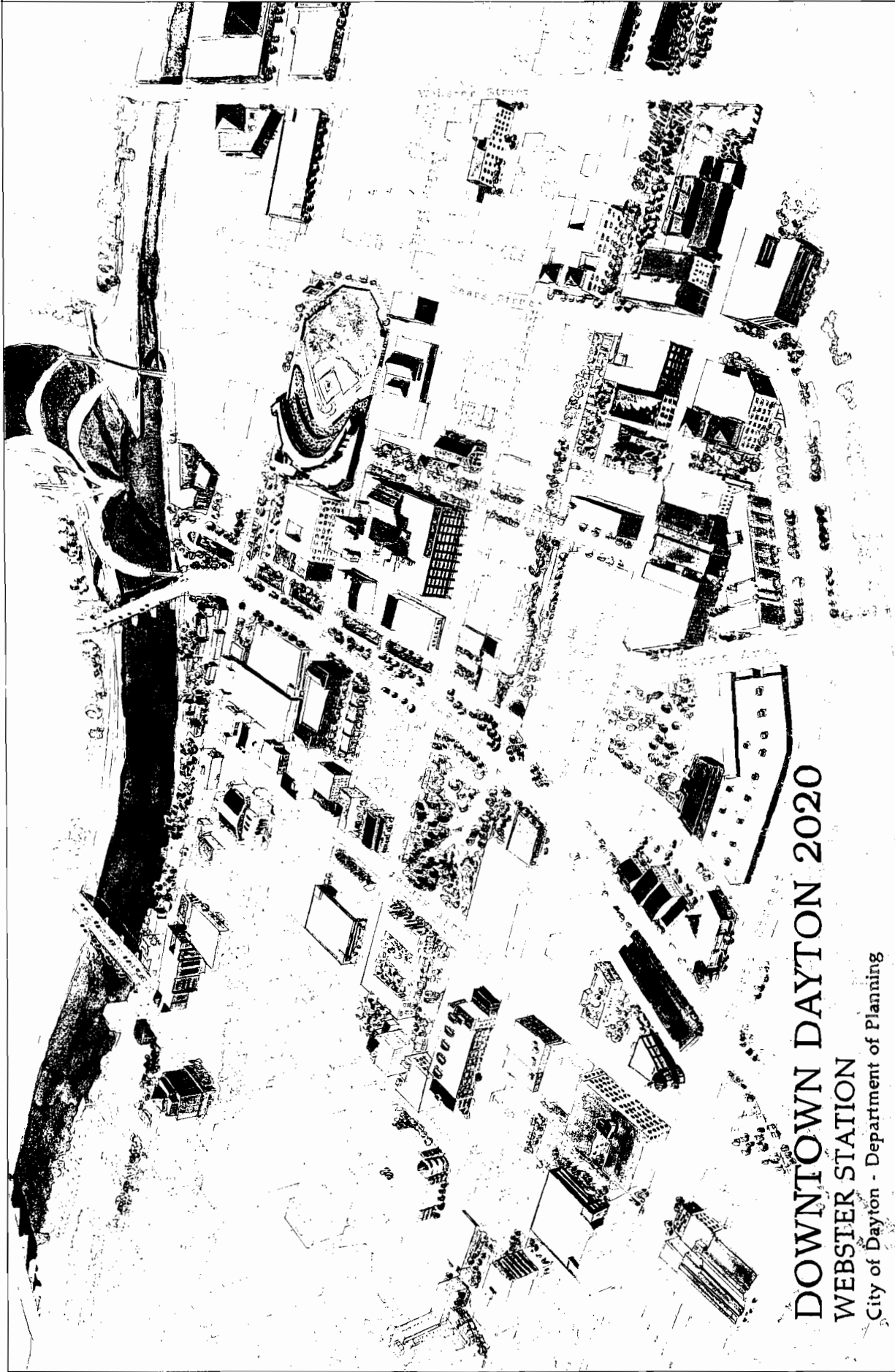


F. Richard Davis, Director
Department of Public Works

RHM:cau

Copy: Matti Seege

CitiPlan 2020 Rendering



DOWNTOWN DAYTON 2020
WEBSTER STATION

City of Dayton - Department of Planning

By Mr. Lewis

No. 4982-99

A RESOLUTION

Adoption of the Greater Webster Station Community
Redevelopment District and Community Development
Area Designation, and Declaring an Emergency.

WHEREAS, The Revised Code of General Ordinances Section 40.09 provides for the designation of Community Redevelopment Districts and Community Development Areas; and

WHEREAS, The Plan Board at its February 2, 1999, meeting determined that the Greater Webster Station area is a special area for which the City desires to undertake a comprehensive redevelopment effort; and

WHEREAS, The City Plan Board on the recommendation of the Downtown Priority Board determined that said area qualifies as a blighted and deteriorating area with more than twenty-five percent of the total structures documented as having some level of physical deterioration, more than two of the major elements of the infrastructure have been documented as being substandard, and this former heavy industrial area has a significant number of vacant properties which has demonstrated a decline in investment; and

WHEREAS, The Greater Webster Station area has been determined by the City Plan Board to be a Community Redevelopment District; and

WHEREAS, The City and its many partners have committed resources to the development of this area in order to commence construction to eliminate blight and deteriorating conditions for the proposed of implementing the Greater Webster Station Community Redevelopment District Strategy in a timely manner to provide needed services and employment opportunities; and

WHEREAS, It is necessary that this ordinance take effect immediately upon its passage and for the immediate preservation of the public peace, property, health and safety; now, therefore,

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF DAYTON:

Section 1. The City Commission hereby affirms the designation of the Greater Webster Station area as a Community Redevelopment District and concurs with the adoption of the Greater Webster Station Community Redevelopment District Strategy, and declares the area to be a Community Development Area as defined in the Revised Code of General Ordinances.

Section 2. The Greater Webster Station Community Redevelopment District and Community Development Area is located in the City of Dayton, Montgomery County, State of Ohio, with the boundary of the said project further identified by the following description:

The point of beginning being the intersection of the west right-of-way line of Webster Street and the south bank of the Mad River;

Thence, northwardly along the west right-of-way of Webster Street to the south right-of-way line of State Route 4;

Thence, eastwardly along the south right-of-way line of State Route 4 to the east right-of-way line of the railroad line;

Thence, south with the west right-of-way line of the railroad line to the north bank of the Mad River;

Thence, east with the south bank of the Mad River to the west right-of-way line of Keowee Street;

Thence, south with the west right-of-way line of Keowee Street to the south right-of-way line of the railroad right-of-way north of E. Third Street;

Thence, southwestwardly with the south right-of-way line of the railroad to a point at the intersection of a northward extension of the east right-of-way line of McDonough Street and the railroad right-of-way;

Thence, south with the east right-of-way line of McDonough Street to a point, said point being the eastwardly extension of the south line of Lot Number 5027;

Thence, east with the south line of Lot Number 5027 to the southeast corner of said Lot Number 5027;

Thence, south with the west right-of-way line of an unnamed alley to the eastwardly extension of the south line of Lot Number 5011;

Thence, east with the south line of Lot Number 5011 to the westward extension of said lot line and the west right-of-way line of Bainbridge Street;

Thence, south with the west right-of-way line of Bainbridge Street to the north right-of-way line of E. Fourth Street;

Thence, westwardly with the north right-of-way line of E. Fourth Street to the east right-of-way of Wayne Avenue;

Thence, northwestwardly with the east right-of-way of Wayne Avenue to the south right-of-way of the railroad;

Thence, southwestwardly with the south right-of-way line of said railroad right-of-way to the west right-of-way line of S. Patterson Boulevard;

Thence, northwardly, with the west right-of-way line of S. Patterson Boulevard to a point 177 feet north of north right-of-way line of E. Third Street;

Thence, westwardly with a line parallel to and 177 feet north of the north right-of-way line of E. Third Street to the west right-of-way N. St. Clair Street;

Thence, north with the west right-of-way line of N. St. Clair Street to E. Monument Avenue;

Thence, north with a northward extension of west right-of-way line of N. St. Clair Street to the south bank of the Miami River;

Thence, northeastwardly with the south bank of the Miami and Mad Rivers, to the place of beginning.

Section 3. That it is hereby found and determined that said Redevelopment District Strategy for the project area is feasible, and conforms to said Comprehensive Plan and program for the overall development of the City and to the workable program of the City.

Section 4. That it is hereby found and determined that the said Redevelopment District Strategy for said area will afford maximum opportunity consistent with the sound needs of the City of Dayton as a whole, for the redevelopment of such area.

Section 5. That in order to implement and facilitate the effectuation of said Redevelopment District Strategy hereby approved it is found and determined that certain additional official actions must be taken by this Commission with reference among other things, to changes in zoning, the vacating of alleys or streets, the location and relocation of public facilities, and other public action.

Section 6. The City of Dayton is committed to work with its partners in said area to implement the Greater Webster Station Community Redevelopment District Strategy.

Section 7. The City Plan Board may, from time-to-time, interpret and modify said Plan by notifying the City Commission of said action.

Section 8. For the reasons stated in the preamble to this resolution, it is declared to be an emergency measure and shall take effect immediately upon its passage.

Adopted by the Commission..... February 24....., 1999

Signed by the Mayor..... February 24....., 1999

Michael R. ...
MAYOR OF THE CITY OF DAYTON, OHIO

Attest:

Charles E. Williams
Clerk of the Commission

Approved as to form:

Lisa A. ... for
City Attorney